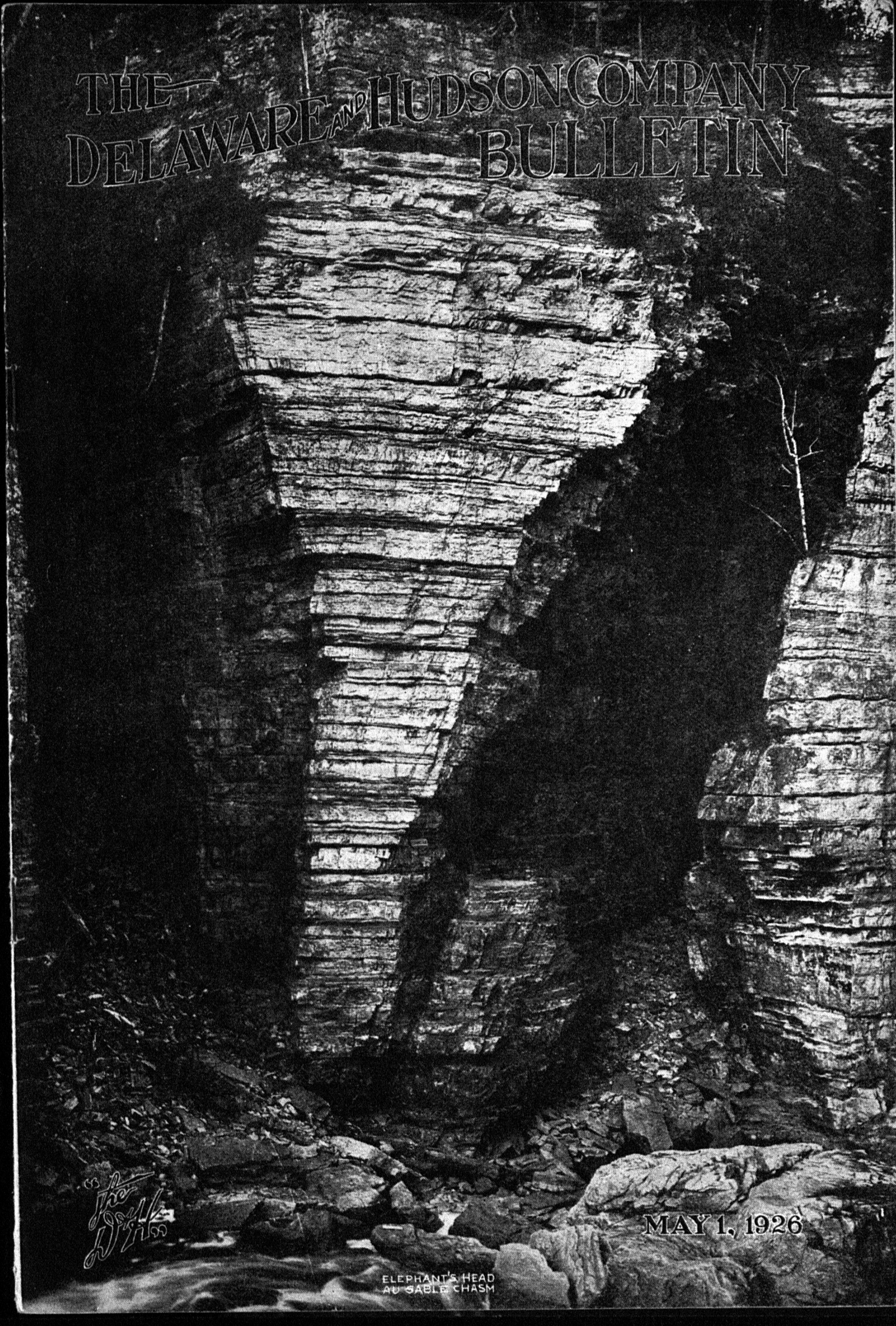
THE DELAWARE AND HUDSON COMPANY BULLETIN



ELEPHANT'S HEAD
AU SABLE CHASM

"The D&H"

MAY 1, 1926

Mother

SHE'LL never forsake you, whatever you do.
Were you down in the gutter, she'd kneel beside you;
Were you covered with shame, she would stand by your side,
And the hurt in her heart for your sake she would hide.
She will stick to you, lad, though you lose every test;
So the least you can do is to give her the best.

All others may quit you and mock at your fall,
But your mother, undaunted, will come at your call.
She will follow you down to the deep depths of sin,
And love you and nurse you through thick and through thin;
And though she may suffer through what you have done,
She will never forget or desert you, my son.

So long as she lives you are sure of a friend,
On whom at all times you may safely depend..
You may wound her by sinning and hurt her with shame.
Should you fail to be true, but she'll love you the same;
So remember, my lad, as you stand in life's test,
That you owe to your mother your finest and best.

— *Author Unknown.*

Mother's Day, Sunday, May 9, 1926

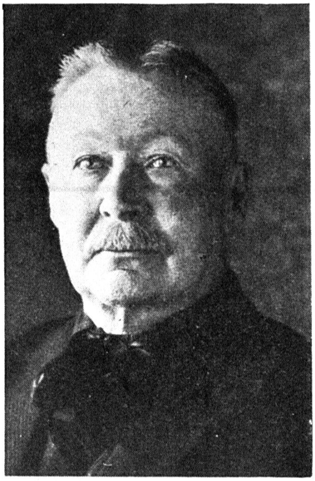
The
DELAWARE AND HUDSON COMPANY
BULLETIN

Vol. 6 Albany, N. Y., May 1, 1926 No. 9

Drawn From Printers' Ranks

After Completing Printing Trade Apprenticeship, John J. Jones of Watervliet, N. Y., Was Employed in Our Train Service for 43 Years and 8 Months

FOR forty-three years and eight months prior to November 1, 1922, when he retired on pension, JOHN J. JONES of No. 17 Grotto Court, Watervliet, N. Y., was in the continuous employ of the Company as a trainman on the Saratoga and Champlain divisions. He was born at Hebron, Washington county, New York, near Salem, December 22, 1858, the son of William G. Jones, a native of Wales and a quarryman by trade, and passed the years of young manhood in that vicinity.



JOHN J. JONES

Leaving school at the age of twelve he entered the employ of the *Salem Press*, as a printer's apprentice at two dollars a week, and three years later went to Hoosick Falls where he was employed on the *Rensselaer County Standard* at an advance of seven dollars a week, and thence to Whitehall where for six years he was a member of the *Chronicle* force under William H. Teft, owner of the paper. Thus in addition to his service which marks him as a railroad man of experience, he also belongs to the old school of printers who knew what it was to get out their work on a hand press of the type first used by Franklin.

But getting back to the railroad, for which he had a greater liking, we find that his early environments had much to do with his choice of this profession. While he was employed on the *Salem Press*, Salem was a railroad center of considerable importance. The town had enjoyed a distinct boom following the opening of the road between Eagle Bridge and Rutland in 1852. A shop plant, including roundhouse and "Back Shop," car shop, blacksmith shop, rail shop and other smaller buildings, had been located there, giving employment to a large force of mechanics and other labor.

The Jones home for a time was on Thomas street, a half block from Main street and within easy access to the shops, and because of this he, although engaged in an entirely different line of work, kept in close touch with activities on the railroad. This was due also to the fact that the railroad was still something new and by far the largest individual enterprise in that section of the country, and to his associations among boys of his age who were employed either in the shops or on the road. But though he often felt a strong impulse to turn to railroading, he nevertheless continued at his work as a printer until at last he tired of confinement indoors. Then he turned to the railroad and on March 4, 1879, entered the employ of the Company as a trainman in the yards at Saratoga Springs. Matt D. Gray, now running between Green Island and Schenectady on the New York Central, became his first conductor; George Myers, now pensioned, the engineer; and "Old" Sprutt, long since deceased, the fireman.

Very small, indeed, were the yards at Saratoga at that time. They consisted principally of two tracks, with a capacity of about forty cars each, near the freight house, and a "back" track for the storage of cars. The Spa, however, boasted of the only stretch of double track north of Albany, so located, no doubt, to better facilitate the handling of the many extra trains that ran into that station during the summer months when vacationists sought the many attractions there. This double track extended southward for nearly two miles, to Wakeman's curve. Over it train crews enjoyed the novelty of traveling for, not having to exercise the same precautions usually taken on single track, they could speed up their trains if they so desired.

He remained at Saratoga until the following summer when the "job" was laid off. Determined, however, to continue a railroad man, he obtained a place as a sweeper in the local freight house but his stay there was of short duration—one day, to be exact. That night he was hired by George Kabley, a conductor, to replace a drunken trainman, and as conductors might employ their own brakemen, he continued with him on a freight run between Schenectady and Rutland throughout the summer. Then he again became associated with Gray who was running a freight train between Green Island and Port Henry.

Later years saw him on various trains north of Albany, and for thirty years he was in passenger service, the greater part of the time as a baggageman. Freight service, because it was "airy" and permitted greater freedom in dressing than did passenger work, was his preference, however. For two years he also worked as a conductor opposite Len Thornton on freight trains Nos. 23 and 24.

Among his earlier acquaintances was one of unique make-up. It was Pete Hanrahan, a typical Irishman whose familiar figure clad in a Prince Albert coat, though lacking much of the neatness suggested by such dress, he never will forget. Hanrahan also had the habit of always standing while in the cab.

Train running over single track, as carried on in those days, was replete with thrills. On one occasion when running north on No. 1 he heard the engineer, Henry Long, blow for brakes and looking out of a baggage car door saw that a head-on collision with No. 10 was impending. Already, the fireman had gotten down on the steps of the tank preparatory to jumping. Quickly he decided to follow suit and without a chance to choose a landing place soon found himself partly submerged in the waters of Lake Champlain, his feet gripped tightly in the mud at the bottom of the lake. Then before he could change his position the form of another man struck him squarely and looking about he discovered it be his friend, the express messenger, who had followed his example in jumping.

Other mishaps were experienced in their turn and without serious result, until on October 31, 1921, he suffered a misfortune that cost him his left leg below the knee and brought about his retirement many years before the time he had anticipated. He was at the rear of No. 4, using the back-up whistle between Albany and the shops at Colonie, when the train came into collision with a switch engine that drifted into its path unawares as the train approached the Breaker Island crossover in the North Albany yards. Beside the injury to his leg he also suffered severe lacerations of the face, neck and body, but from all of these he recovered remarkably well and, except for the handicap of an artificial limb, is in exceptionally good physical condition for a man of his years.

He has been twice married. His first wife, Elizabeth Lavin, whom he married in 1891, died in 1893, leaving a son, Will, who, in later years and prior to his death in 1920, was employed by the Company as a draughtsman. His second wife, May Mesick of Watervliet, he married in 1897.

He is a charter member of Trojan Lodge No. 90, Brotherhood of Railroad Trainmen, of Troy, but formerly of Green Island, and of the Presbyterian church of Watervliet.

The Workingman's House

WE turned into a side street where he said
Lived men who have to earn their daily bread.
"Houses for workingmen," he muttered low,
"Alike as nine pins standing in a row."
"Suppose," said I, "chance placed us here to dwell,
What story would our little cottage tell?"

"These places seem alike, but closer look,
One may read houses as he reads a book;
This one is kept by one who has no care
Beyond his food and drink and clothes to wear;
But love of beauty in the next is seen,
A weary man and woman keep it clean.

"Despite their care they give their twilight hours
To trailing roses and a bed of flowers,
The place is small, but lovely to the eyes,
For beauty is not measured by its size;
Wherever chance may throw fine souls to dwell,
They'll find a way their finer thoughts to tell.

"So with their houses. Sordid people make
A place with joy and loveliness forsake,
Fine man and woman through their toil and care
Express their love and beauty everywhere;
'Tis from the soul that blossoms gentle grace
And not from ease or wealth or pomp or place."

—ANONYMOUS.

One Million Dollars!

Group Insurance Benefits Paid to Our Employes, or Their Beneficiaries, Exceed $250,000 a Year and on April 13, Last, Totalled $1,007,776.97

ONE million dollars! That's an enormous sum of money even in these days. It is more by far than the average individual expects ever to possess. Even if divided among a considerable number of people, though they might number into the thousands, perhaps, each would receive a splendid dividend. But that is exactly what has been done with one $1,007,776.97 since January 1, 1922, or at the rate of something more than $250,000 a year for the past four years. It has been divided in life, health, accident, accidental death and dismemberment, total and permanent disability, and unemployment benefits among the employes of The Delaware and Hudson Company, or their beneficiaries, through voluntary participation in a plan of Group Insurance made available for their protection by the Management.

It was on April 13, last, that this million-dollar mark was passed. Benefits paid up to and including that day totalled as follows:

Claims	Option	Benefits
537	Life	$648,208.00
2,591	Health	268,392.18
270	Accident	22,256.24
27	Accidental Death and Dismemberment	43,100.00
30	Total and Permaennt Disability	17,472.74
112	Unemployment	8,347.81
3,567	Total	$1,007,776.97

So well informed have our readers become with the many provisions of the plan as to make unnecessary their discussion at this time. But it might be well, in passing this notable milestone, to cite, briefly, the nature of the sentiment, or the extent of the kindly interest taken by the Management in the future of its employe family, which has made possible this beneficient protection, and so we quote from the remarks of President L. F. Loree, made at the annual convention of the Metropolitan Life Insurance Company of New York, underwriters of the plan, held in the company's auditorium in New York City, on January 28 and 29, last, which were, in part, as follows:

"All business is hazardous, and the occupation of a workman is hazardous, and I felt that he was exposed to very great and real hazards Through his family, he suffered from the hazard of death; in his person, he suffered from the hazards of sickness and accident; he suffered also from unemployment, and he saw, in the distance, old age creep on when he would become superannuated. It seemed to me that if a practical way could be worked out under which he could get a reasonable protection against those five major hazards of existence, a great peace would come upon him and a very real satisfaction and comfort would be his."

That these sentiments are appreciated by the employes of the Company, is substantiated by a participation of 92.7 per cent of those eligible to protection under the contributory plan. No one today doubts its ability to afford the protection claimed for it. In fact, a book of considerable size—one the text of which would quicken the heart beats and bring tears to the eyes—might be written from facts known to the officials of the Company of just what Group Insurance benefits have meant to many an employe's home, how they have saved many such a home from utter distraction and want, how they have made possible the recovery of some invalided employe—even speeded that recovery somewhat by a relief from worry that otherwise might have been experienced had the income of the home been cut off entirely, how widows and children have been aided in the readjustment of their manner of living following the death of the head of the family, and of the many other ways in which the plan has carried a ray of hope into the lives of those who have subscribed to it or of those who have been made its beneficiaries.

The Management of The Delaware and Hudson Company was the first among railroads to take out a contributory plan of Group Insurance with the Metropolitan Insurance Company of New York. Furthermore, although the practice has since been extensively adopted by other railroads, it still has the most comprehensive plan of any in affording protection against the five major hazards already mentioned.

Scarcely a day passes in the office of the Assistant to the General Manager for Personnel where is located the bureau, or clerical force, for handling the great mass of records and other work involved by the plan, but that some outstanding illustration of its benefits is noted. In fact, various reports of interesting data are prepared periodically and from these we quote the following to show the heights already attained:

Employe foresight and cooperation have brought about a coverage, at the present time, of $17,766,050 in life insurance and $13,835,400 in accidental death and dismemberment insurance, a total of $31,601,450 for possible death; $123,825 in health insurance and $132,030 in accident insurance. It must be borne in mind, also, that this coverage protects countless individuals who otherwise would have experienced great difficulty in securing similar insurance in any other way.

March, this year, holds the distinction of climaxing all other months since the plan went into effect, in respect to total payments under all options, $40,703.61; in the payment of death benefits, $22,500; and in the payment of health benefits $14,060.29.

The largest individual death benefit paid to date was in favor of the beneficiary of Lowell D. Kenney, statistician for operations, which amounted to $7,600; while in the circle of employes, exclusive of officials, the beneficiary of Jesse D. Titus, trainman on the Pennsylvania division, who was accidentally killed on November 23, 1922, received the sum of $6,400. In each instance subscription had been made to the accidental death and dismemberment option which doubles the amount of death benefits.

To the beneficiary of Fred C. Pratt, general yardmaster at Colonie, went the largest straight life payment (exclusive of officials), $4,000; and to the beneficiary of James D. McLaughlin, retired passenger conductor, the largest payment, $3,400, made on the life of a pensioned employe.

No man is born into the world whose work
Is not born with him; there is always work,
And tools to work withal, for those who will:
And blessed are the horny hands of toil.
—LOWELL.

Fifty Years of Telephones

"MR. WATSON, come here, I want you," sounds a little as though it might be an excerpt from some of Conan Doyle's works, but, instead, it is the first message ever sent over a telephone, and was transmitted from the lips of the inventor, Alexander Graham Bell, on March 10, 1876—fifty years ago. Considered at first as merely an electrical toy with no positive or helpful future before it, Bell was popularly ridiculed as a "crank." Even after upward of 800 instruments had been installed in Boston, the city of its birth, the Western Union Telegraph Company considered as a joke an offer of the business and its patents for $100,000. Today more than 17,000,000 telephones are connected with the Bell system throughout the United States, and the investment in the telephone plant and its equipment is estimated at $2,800,000,000.

Find Out What Is Going On

THE secret of success lies in being alive to all that is going on around you. Employes who have any intelligent conception of what the company that employs them is trying to accomplish are as rare as double-yolked eggs. The majority seem unable or unwilling to get a complete mental picture of their job in its relation to the objective of the entire enterprise. If they would strive to get this picture into their minds, they would be astonished to find that their jobs became more interesting and that their chances of promotion were multiplied ten times.

The type of mind that can grasp all angles of a proposition, perceiving the relation of the parts to the whole, is so uncommon that the man who has it or can cultivate it is marked for leadership. His progress is as certain as the movement of the sun.

Mentally, many people are sound asleep. They are working and eating and sleeping, but they do not know what is happening around them. To those who are alive, however, I suggest that every opportunity be taken to find out what is going on around you. Do not be satisfied to know merely the details of your little job. An inquiring mind soon becomes an outstanding mind.

—W. S. Tyler, in "Through the Meshes."

Key to Views on Pages 7 and 8

1—Removing old table.
2—Pouring spelter.
3—Placing B span.
4—Centering A span.
5—(Left to right) L. G. Conklin, general electrical inspector; H. S. Clarke, engineer, maintenance of way; G. S. Edmonds, superintendent of motive power; and F. P. Gutelius, Jr., division engineer, Susquehanna division.
6—Dropping pre-cast block.
7—B span going into place.
8—Placing A span
9—A "pull together"
10—George Burrell, electrical foreman, turning the power on.
11—A and B spans joined
12—M. J. McDonough, division engineer, Pennsylvania Div.
13—On the ropes
14—(Left to right) Mr. McDonough; Mr. Clarke; C. M. Gramp, signal supervisor, Susquehanna division; and A. H. Rice, signal engineer.
15—Across the table, showing overhead wiring.
16—A section of cribbing.
17—First engine turned.

A darkey went into a southern railroad station to purchase a ticket from Memphis to Ripley, but when the agent told him the rate he concluded it was too much for his slender means. He decided to hike the distance and save the fare.

Five miles up the track he heard the oncoming limited shrieking its approach. Finally the irate negro turned and shouted over his shoulder at the onrushing train, "Save yoh breaf, Mr. Engine, save you breaf. No use ter calling me back now. Ah's said I'se gwine to hike it to Ripley and Ah is."

Record Turntable Feat

Old Ninety-Foot Table at Carbondale is Removed and New Table of One Hundred and Five Feet is Installed in Four Hours, Four and One-half Minutes

FIFTY-FIVE years ago, according to **Henry Gramer**, mason foreman on the Pennsylvania division, who was present at the time and seems to recall the incident quite well, the first turntable at Carbondale was installed. It was a fifty-foot cast iron table equally divided into two spans, and its installation occupied the time of the Bridge and Building force on the division for two or three days. The table was slid into its pit on skids and then jacked into place, a laborious as well as dangerous task.

The Story in Hours and Minutes

Description of Work	Started a. m.	Completed a. m.
Power turned off	6:45	
Removal of old turntable house	6:45	6:54
Removal of deck of old table.	6:45	7:10
Removal of old table	7:20	7:49
Removal of cribbing	6:45	10:30
Removal of old center	7:49	7:55
Placing new concrete precast center	7:59	8:29
Placing new concrete bearing.	8:34	8:37
Placing new table—A span	8:53	9:35
Placing new table—B span	9:19	9:37
Installing deck on new table.	9:37	10:35
Bolting A and B spans	9:31	10:30
Power turned on	10:37	
First revolution of table	10:37	10:49½
Turntable out of service	6:00	11:00

What eventually became of that table matters little. Suffice it to say, however, that other tables of greater length and greater strength supplanted it as the weight and size of locomotives increased until in recent years a ninety-foot center balance table had been in use. But again the need of a larger and stronger table became imperative and so on March 22, last, this table was replaced by a twin span, non balance, table of one hundred and five feet. Incidentally, too, **Mr. Gramer** was an interested spectator on this occasion.

Of even more interest, perhaps, is a most unusual time record which is buried back of these meagre facts. No longer are turntables installed with skids and jacks. The mere matter of size and weight precludes this, while along with the development of power there has been a corresponding improvement in working methods intended to expedite the solution of mechanical and other problems and produce a better quality of workmanship.

To render inoperative a roundhouse of the size of the one at Carbondale, in this day, is a matter of serious moment. But this is what results, nevertheless, when it becomes necessary to install a new turntable, and it is only by hearty cooperation on the part of the various working forces concerned that such a problem can be handled expeditiously.

It was this sort of cooperation, enthusiastically given, that made possible the removal of the ninety-foot table and cribbing that had permitted a continuance of its use while the pit was being prepared for the larger table, and the installation of the new table in four hours four and one-half minutes. Altogether, the roundhouse was inoperative for only five hours thereby causing the operating department practically no embarrassment, all power on hand having been turned in anticipation of its possible use before being placed on the "farm."

Throughout the performance each step was followed with keen interest by a large crowd of employes, officials of the Company and other railroads, and city folk. All were impressed by the clock-like precision with which so many men, approximately 120, went about their work. There was no confusion, no needless excitement, and, fortunately, no serious accidents. It was in every

(Continued on Page 13)

C'Dale first turntable

$\overset{8}{19}$'26

55

1871

1871 - 50 ft

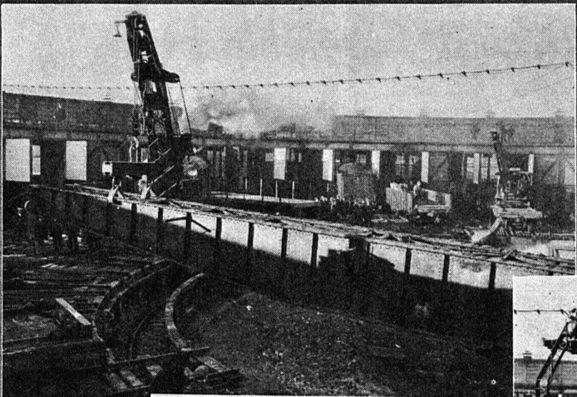
90 ft.

1926 - 105 ft

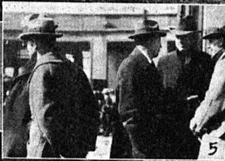
turntable

actual

un SMP



INSTA
10
TURNT
CARBONDAL
MARCH 22



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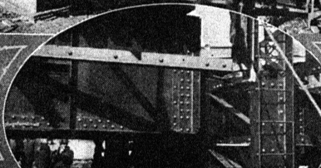

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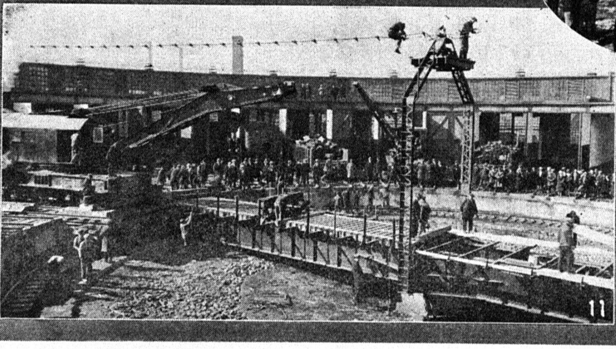

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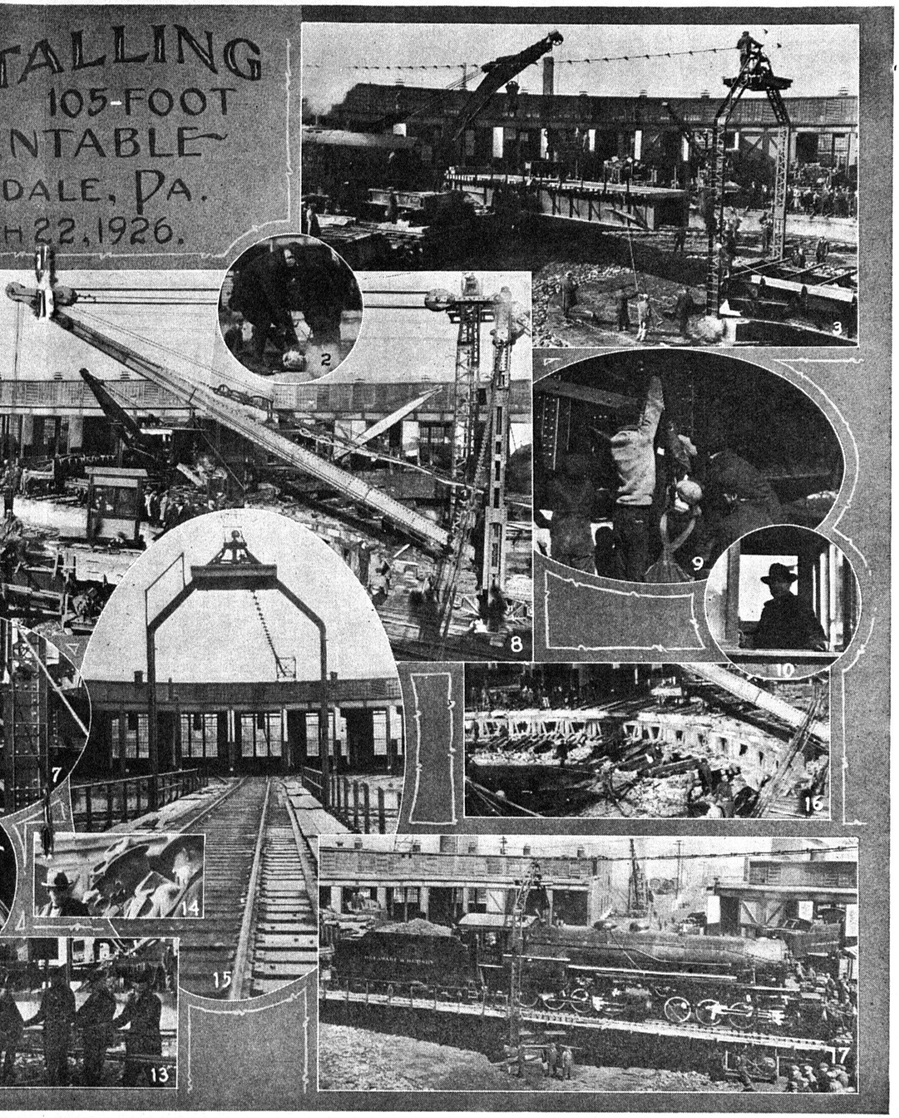
KEY TO PHOTOGRAP



OTOGRAPHS ON PAGE 6

The
Delaware and Hudson Company
BULLETIN

Office of Publication:
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Company for the information of the men who operate the railroad, in the belief that mutual understanding of the problems all have to meet will help us to solve them for our mutual welfare.

Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

Vol. 6 **May 1, 1926** **No. 9**

Home's not merely four square walls,
Though with pictures hung and gilded,
Home is where affection calls,
Filled with shrines the heart hath builded.
—QUEEN.

Safeguard the Pass

POSSESSION of free transportation—the card or trip pass, as we more often speak of it—should be a source of pride to those so honored. Not only should such transportation be considered in the light of a courtesy, but also as a trust—a trust of confidence. Its issuance depends entirely upon the disposition of railroad management and its policy in our case, as employes of The Delaware and Hudson Company, fortunately is most liberal. Certain limitations, however, are established by the Interstate Commerce Commission which also imposes penalties for its abuse.

Except for granting free transportation over the lines of the Company, no favors other than those enjoyed by fare-paying passengers are conferred. This means that card passes, in particular, are to be presented to conductors in exactly the same manner as are trip passes and tickets. To do otherwise, even though frequent traveling with the same conductor makes the possession of a pass a known fact, places the conductor under the suspicion of passengers who are paying their way. Pride in employment by a Company so generously disposed as to grant these concessions cannot be proven to others if kept buried deep in pockets.

Again, the pass should be jealously safeguarded. To handle it carelessly, or in a way that may cause it to be lost, is a sorry reflection upon our appreciation of the trust placed in us. A glance at the list of invalid transportation issued periodically by the Company will show the embarrassment to which officers are put by the many requests to render invalid passes that have been lost, and, quite naturally, to issue new card or trip passes in their place. We leave it to our readers to determine whether or not, in justice to the Management, it should be necessary to maintain such a list. Should passes be lost, or should they be so safeguarded as to make impossible their loss? Here is a campaign in which each one can take an active part during 1925, and that is to put an end to the loss of free transportation.

Facts Our Critics Evade

MUCH one-sided is the "freight rate bugaboo," As a matter of fact, however, there is no such thing as a "freight rate bugaboo," as railroad employes well know. It exists only as a basis for the sympathetic lament of some business men in their attempt to reconcile the buying public in its protest against high prices.

Fortunately, another side of the story recently was told by Samuel O. Dunn, editor of the *Railway Age*, to the members of the Atlantic States Shippers' Advisory Board who attended a dinner given in their honor by the Rochester Chamber of Commerce. "Both the average freight rate and the average passenger rate," declared Mr. Dunn, "declined during the last two years with the result that the public paid the railways last year $75,000,000 less in freight charges and $30,000,000 less in passenger charges than it would have paid for the same amount of transportation at the average rates of 1923. The public also collected $26,000,000 more in taxes from the railways than in 1923. Thus, through lower freight rates and higher taxes, the public benefited to the extent of $131,000,000. In addition it received a greatly improved service, the value of which was enormous."

No man, no matter what his vocation, can attain genuine success without making sacrifices. Nothing worth while can be got anywhere for nothing. Things we get for nothing we do not enjoy. Work and labor and study and sacrifice are all necessary to winning the kind of success that brings satisfaction with it.—*Daniel Guggenheim.*

How sweet and gracious, even in common speech,
Is that fine sense which men call Courtesy!
Wholesome as air and genial as the light.
Welcome in every clime as breath of flowers—
It transmits aliens into trusting friends,
And gives its owner passport 'round the globe.
—JAMES T. FIELDS.

Only A Journal Box, But—

Fair Treatment and Due Consideration, Only, is Asked of Mechanical and Transportation Department Employes by Important Member of a Very Humble Family

By A. E. HOARD, *Car Foreman*, Chicago, Burlington and Quincy R. R.

Because of its pertinent relation to the hot box problem, the bane of Mechanical and Transportation department men, the story below is presented to our readers. It won an award of a gold watch for being the best article submitted for publication in the February monthly extension issue of the *Railway Review*, to which periodical, as well as to Mr. Hoard, acknowledgment is made.

I AM a member of a very large family. In fact my brothers and sisters are legion and are to be found in every civilized country in the world. I also have a large number of cousins, such as Mr. Crank Pin and Mr. Main Rod and others too numerous to mention.

We are a very humble family; while very respectable and of considerable importance we are not haughty and arrogant and all we ask is that we receive fair treatment and due consideration.

We feel, however, that we quite often are looked upon with scorn and do not receive the consideration and attention we deserve. So, in the interest of fair play, we wish to raise our voice in our own defense and set forth some of the abuses to which we are subjected, and, if possible, establish our importance.

We form a part of every car and engine running on any railroad and neither can make a successful trip unless we are in the "pink" of condition for the task of carrying them.

One of the reasons we are neglected is because there are so many of us and we all require more or less attention and sometimes enough caretakers are not provided.

We are different from a lot of other families in that we seem to never grow up and never reach the time when we are able to take care of ourselves, or to help each other, so have to depend wholly on the caretakers, and, in case they neglect us we become sick and develop a very fatal disease commonly known as "hot box." Then, in case we do not receive the most prompt attention, delays, and perhaps disasters, are sure to follow.

To more clearly set forth just what I am getting at, if you will pardon a personal reference, I will relate to you an incident in my own life that I hope will convince all of you of my importance.

One very cold day in December I was brought into station *A* along with some 400 others of my kind. I happened to be helping to carry a very fine looking car which contained a very important shipment of high-class merchandise, destined to station *D* which was in another direction from station *A* which made a "reverse" movement necessary. This alone was sufficient cause for any caretaker to give me some attention. (By way of explanation I wish to say that the ones assigned to my attention are commonly known as "oilers" and will be designated as such in the remainder of this narrative.)

I was feeling fine on arrival at station *A* and was very anxious to complete my trip. Although the weather was very cold I was just comfortably warm. When coming into the yards at station *A* I noticed a fine, large engine waiting to take us on to station *D*. As we passed the "shanty" I noticed the inspectors and oilers come out and follow us down into the yards. As they stepped out into the cold they seemed to flinch, and from the expressions on their faces and the remarks they made I felt a slight chill run through me, for, somehow, I had a feeling that I was to be neglected. The oilers came on down by the cars, laying the tips of their fingers on us to see if we were just comfortably warm, or, if in our long run, we had developed a fever and had a high temperature. This, of course, is all right as far as it goes, but these same oilers had been instructed on numerous occasions that where we were to make a reverse movement we were to receive special attention and should have our packing adjusted to the other side of our journal, particularly in cold weather.

Knowing this as I did, imagine my feelings when the oilers went over us and occasionally lifted a lid on some one of us who showed signs of being a little more than comfortably warm, turning 'round and pulling up their collars to "beat" it for the "shanty."

In due time the other engine was placed on us, orders were secured, bills checked, signals were given and away we went for station *D*. The importance of the shipments justified pretty fast time and, believe me, we made it, as train and engine crew were of the same mind as the oilers and seemed to have in mind only the completion of the trip and getting home to comfort.

We had only gone about eight or ten miles

when I fully realized that all was not well with me for I was getting uncomfortably warm and knew that I was developing "hot box" trouble. I looked ahead to see if anyone on the engine was looking back for a possible distress signal but could see no one, as cab windows were closed and not a head in sight. I then looked toward the way car for a long time but neither the head of the rear brakeman nor conductor appeared.

In my distress I began to send out odors of hot oil and thought to attract attention of the rear brakeman and conductor, but to no avail.

By this time we were approaching a water tank where I knew we must stop; I again took hope, thinking that while the fireman was taking water the head and rear brakemen would go over their train and would discover my condition, and give me the necessary treatment by adjusting my packing. Imagine my surprise and dismay when no one appeared and we went on.

I was so sick by this time that I began to send out smoke signals as the dread disease of "hot box" had really set in.

I knew we had a "meet" order with an important passenger train up the line and hoped against hope that I could hold out until we met, but soon found out that I was too far gone, and, by this time I was so sick I became angry and flared in a blaze of fire. As I did this it had become so warm in the way car that the rear brakeman was afraid he would go to sleep and opened the cupola window to get some fresh air and, in doing this, saw my signal and at once tried to signal the head end, but from the response he got the men on the engine might have as well been asleep or dead. (This may sound rather harsh, but by this time I was good and mad.)

The rear brakeman had had experience with us before and knew that when we really got mad we must be attended to, so, not getting any response from the head end, and as we were approaching station *B* where he could set me out, he pulled the air, and in doing this pulled a draw bar ten cars from the head end, the result being added delay in setting out this car also.

The conductor looked me over and diagnosed my disease as caused by "dry and insufficient packing" and made his report to the trainmaster to that effect.

This report goes on down the line to the master mechanic at station *A*, then to car foreman, and then taken up with the oiler handling, and a mark is placed against his record; but to the best of my knowledge, nothing was ever said to the members of the train crew as to why they gave me no attention.

"Dry and insufficient packing" seems to be a favorite report of train conductors and about the only one they know. In all fairness to them, however, I wish to say that in a great many cases there is no one but myself who can tell the real cause of my running hot.

In all there are about forty-eight causes for the disease of "hot box" and nearly all of them could be prevented if everyone concerned did their full duty. In passing I wish to mention a few of the causes of the disease. Tapered journals, flat wedges, top of journal box worn so as to destroy the crown in the wedge, tipped journal boxes, waste grabs, uneven bearing, short packing and numerous others that I will not take time or space to mention, only to say that in a lot of cases no one but myself knows just what really takes place in a journal box, but that if all will watch closely for my signals I will give warning in time to prevent the fatality.

One of the first signals I send out that all is not well with me is "a dry center on my journal," which can and should be detected by any car oiler. Others are, throwing oil on my neighbor, the wheel, and when running, odors of hot oil, smoke and, as a last resort, fire, any of which should attract the attention of train crews.

For fear I may weary you with my long story I will sum up briefly the results of the neglect that has already taken place.

First and last of all, the car I was helping carry was delayed twenty-four hours at station *B*.

Second, the man who was expecting the load in my car was dissatisfied and told a lot of other shippers about his trouble getting his goods, and advised them to ship over the line of our competitor.

Third, the important passenger train was delayed and a number of passengers missed their connections, and were dissatisfied with the service.

By this time I hope you are beginning to see that after all I am of some importance.

The sad part of my story is that this was all unnecessary and could have been prevented had everyone who was supposed to look after me done their duty.

I am only a journal box, but . . . . .

Impossible

A conductor recently discovered a gentleman enjoying a cigar while riding on his car.

"You should not smoke, sir," he began.

"Indeed! That's what my friends say."

"You understand me, sir," returned the conductor, "you must not smoke."

"So my doctor tells me," responded the other.

The conductor was rapidly losing his temper, and assuming the most severe attitude he could command, he roared: "But it's against the regulations, and you shan't smoke, sir!"

"Dear me!" exclaimed the unmoved offender, in grave tones, "That's my wife to a tee!"—*Selected.*

Don't get in a rut. The only difference between a rut and the grave is the length and breadth.

—*The Watchman.*

Record Turntable Feat

(Continued from Page 7)

respect a feat that will ever remain an interesting record in the progress of the Company.

The factors contributing to the success of the installation, as afterward set forth in the report of M. J. McDonough, division engineer, upon whom the responsibility for the successful completion of the work rested, were as follows:

Cooperation of Transportation and Mechanical departments.

Careful study of details.

Accuracy of the engineers in laying out and checking the work.

Accuracy of preliminary work of the Bridge and Building foremen, Bridge Erecting foremen, and the Electrical foreman.

Careful planning of the work for installation.

Ground was broken on October 12, 1925, for the new circle wall, the total excavation amounting to approximately 1,400 cubic yards. Some difficulty was experienced due to the fact that two other turntables had been installed in the same location but at a lower elevation. It became necessary, therefore, to remove considerable old stone masonry from back walls, ring walls, pit walls and elsewhere.

Placing of the concrete (1-3-6 mix) footing of approximately 275 cubic yards followed closely the excavation work and was completed on November 25. On December 17 construction of the circle wall atop the footing and bound to it, was started and was completed on December 29, 169 cubic yards of concrete (1-2-4 mix) having been used. Construction of the concrete (1-2-4 mix) back wall of 114 cubic yards, followed on January 2, 1926, and was completed on January 14, steam pipes having been installed to keep the fresh matter from freezing. Meanwhile, a ten-ton precast center block of five cubic yards of concrete (1-2-4 mix), reinforced with steel rods and provided with anchor holes to permit it being secured to the old foundation, and other anchor holes for the center casting, was designed and completed.

Considerable preliminary work likewise had to be done by the electrical forces. This included the installation of new transformers at the rear of the roundhouse from which power was to be conveyed to the power collector on the table through a three conductor *00* cable strung on messengers extending over and above the roof of the roundhouse.

The new table was delivered on March 7, at which time all work except that of assembling, last-minute electrical work, and the framing of the ties, had been completed. The trucks were placed opposite each other on the circle rail at the location where the table first would be set, tested and carefully blocked. In much the same manner each of the two spans was placed on blocking in its respective position at the side of the pit. Installation of the deck ties, conduits, wiring for motors and electric lights, electric light support poles, gallows frame for power collector at the center, control cabin, controllers, resistances and other work was completed so far as possible in preparation for the final movement into the pit.

About this time S. L. Satterstein, a representative of the Bethlehem Steel Company which had furnished the table, visited Carbondale. Several meetings of the supervisory officers held in the Division Engineer's office were attended by him and all profited by his experiences in connection with other similar installations. It was at these meetings, also, that the general scheme for removing the old and installing the new table without confusion and in a minimum length of time, was developed. Drawings showing the exact location of each machine, each large item of material and the movement through which each would have to pass on the date of installation were prepared. From these a program and schedule of work was drawn up and later read at a meeting attended by the Division Superintendent, Master Mechanic and foremen, Divisional Car Foreman and Wreckmaster, Electrical Supervisor and foremen; Bridge Erecting foreman, supervisors, engineers and foremen of the Maintenance of Way department.

Just prior to installation balance points were determined and marked on the halves of the new table, cranes were put through the movements that would be required so that distances might be determined and checked, and other important details received the same careful attention. All equipment was placed on the radial tracks of the roundhouse, excepting a bridge erecting crane, and consisted of a ditcher on Track 7; two low side gondolas on Tracks 5 and 9 for the removal of temporary carry; flat car on Track 12 for controller cabin of old table; two flat cars on Track 13 to receive the discarded table; a locomotive crane on Track 15; an electric gasoline crane on Track 24; low side gondolas on Tracks 22 and 26 to care for temporary cribbing; a ditcher on Track 33; and low side gondolas on Tracks 31 and 35 into which temporary carry and other material from the pit was to be loaded.

Beginning at midnight, the Mechanical and Transportation departments, working together, removed from the roundhouse and turned all engines that would be needed during the time the new table was being installed. As the removal proceeded, radial rails were cut at the face of the new back wall. At 6 a. m., March 22, the roundhouse was empty and between then and 6:45 a. m., the bridge department's erecting crane was placed in position in the westerly entrance and all other equipment was made ready for the beginning of the transfer.

Power was turned off at 6:45 a. m., and the table turned over to the Maintenance of Way forces. Removal of the old table began at once and at 7:49 a. m., it had been loaded on the two flat cars in Stall 13, being handled in the final movement by Wrecking Crane No. 30020 which had been brought to the scene from the Susquehanna division and which was in charge of **Barney Brennan**, veteran wreckmaster on the Pennsylvania division. Meanwhile, the center of the old table was removed by the bridge erecting crane in charge of "**Ed**" **Dower**, bridge foreman.

The old foundation then was cleaned and the precast center block placed at 8:29 a. m., being anchored by means of four bolts, one-quarter inch of cement being used to obtain an even bearing. At 8:37 a. m., the center bearing casting was in place and anchored to the precast block by eight bolts.

Next came the placing of the two spans, the *A* span, weighing approximately thirty-five tons and including the gallows frame, control cabin and dead engine hauler, being the first to be placed in the pit. It was picked up at 8:53 a. m., by the bridge erecting crane and was in position at 9:35 a. m. The *B* span of approximately twenty-eight tons, having been picked up by the wrecking crane during the time that the *A* span was being adjusted to the center bearing, was in place two minutes later. The work of bolting the two spans together was started at 9:31 a. m., and completed at 10:48 a. m. Meanwhile, the electrical work had been completed at 10:20 a. m., the work on the deck undertaken and finished at 10:30 a. m., and all rail, track carries and cribbing removed, leaving the united spans ready for service.

Power was turned on at 10:30 a. m., the motors started at 10:37 a. m., and the first revolution completed at 10:49½ a. m. Some delay was occasioned during the first revolution to permit of a careful breaking in of the motors and because of the interference of a radial rail which had not been cut to proper length. At 11 o'clock the table was turned over to the Mechanical department and Locomotive No. 1612 was turned immediately.

The table being of the non-balance type automatically distributes its dead and live loads equally between its center and circle rail foundations, the two driven wheels receiving 36 per cent of the total weight on truck wheels for the unloaded table and about 28 per cent when loaded, with any weight engine. Its four equalizing trucks, two at each end, together with the center make it a five-point bearing table.

Structurally, it consists of two simple shallow deck spans, each flexibly joined to a transverse girder at the center. These flexible connections provide for the simple span deflections, allow of adjustments to ordinary errors of elevation between circle track and center pier, and give the span ends freedom to take inequalities of level in the circular track.

Two General Electric Company motors, type MTC-Form M-220 volts, 3-phase, 25 h. p., 565 RPM, geared to drive wheels and controlled by General Electric Company controller type T-52W and service control panel type CR-7409-Y1 operate the table. These motors can be used as a multiple unit or separately as may be desired and are arranged one on each end of the table on the same side on cast steel frame trucks. In addition there is another General Electric Company motor, type MTC-Form M-220 volts, 3-phase, 25 h. p., 565 RPM., to operate dead engine hauler, located on the end opposite from the operator's cabin and from the other two motors. All motors are interchangeable and positive control is assured by the presence of efficient foot brakes and truck frictions.

T. E. **O'Brien**, bridge and building master, was responsible for the work in general, being assisted by J. **LeRoy Varker** of the division engineer's field force; W. E. **Fielding**, general foreman, Bridge and Building department; and J. H. **Phillips**, bridge and building supervisor. **James J. Cawley**, carpenter foreman, and **James Madden**, extra gang foreman, directed the preliminary work. The steel work and the handling of the table was supervised by J. B. **Clancy**, supervisor of bridges, and his assistant, E. **Dower**. F. C. **Timmons**, electrical supervisor, assisted by **George Burrell**, electrical foreman, and **Jesse Williams**, line foreman, was in charge of his particular line of work.

Entertainment of the visitors at dinner was arranged by **Mr. Phillips** and altogether 125 persons were splendidly accommodated in camp cars conveniently located.

Among the visitors were to be noted J. D. Rahaley, division superintendent; C. M. Lewis, division engineer; L. H. Edwards, maintenance inspector; F. A. Knapp, master carpenter, and Henry Baneman, master carpenter, all of the Erie railroad; F. W. Badger, division superintendent; F. L. Cagwin, roadmaster, and F. J. Barry, master mechanic, of the New York, Ontario and Western; Frank Loughnam, division engineer; L. F. Wenner, bridge and building master, and F. C. Stehle, general bridge inspector, of the Lehigh Valley forces.

Passenger: "Please, conductor, will you help me to get off the train?"

Conductor: "Certainly, madam."

Passenger: "You see, it's this way. Being rather stout, I have to get out backwards—the porters think I'm getting in—so they give me a shove and say, 'Urry up, ma'am.' I'm five stations past where I want to go now."—*Exchange.*

Clicks from the Rails

Another President from the Ranks

James Brents Hill, recently elected president of the Nashville, Chattanooga & St. Louis, is another example of man's ability to rise from the lower ranks of railroad employment to the top of the ladder. Born in Spencer, Tenn., November 14, 1878, he was graduated from the George Peabody College for Teachers at Nashville, Tenn., in June, 1898. Previous to that time he had been employed as relief operator on the N. C. & St. L. at Bon Air, Tenn. Leaving college, he returned to railroad service in August, the same year, as a clerk and operator at Sparta, Tenn. He worked through the division offices and in 1903 was transferred as clerk to the office of the secretary and treasurer; was promoted to transfer agent and assistant secretary in 1915, and three years later to chief clerk to the federal manager of the N. C. & St. L., the Tennessee Central and the Birmingham and Northwestern. Then he served as transfer agent, assistant secretary and chief clerk to the president, and since 1922 had been treasurer and assistant to the president.

* * *

Australia Gets Powerful Engines

Thirty of the largest and most powerful locomotives used thus far in Australia are now being shipped from England for use on the South Australian Government railways. They are of the Mikado, Pacific and Mountain types and follow the general design of American engines, and many American appliances have been used in their construction as well. The Mikadoes have a tractive power of 40,000 pounds; the Pacifics of 36,600 pounds; and the Mountain types of 51,000 pounds. All are designed for use on broad gauge tracks, but since it is possible that standard gauge will eventually be adopted, the locomotives have been so constructed that they may be converted at any time with a minimum of expense.

* * *

Denies the Signs

Stonewall Jackson Smith was looking for work and Barney was asking him the usual questions:

"What's your name?"

"Stonewall Jackson Smith, suh."

"How old are you?"

"Ah's twenty-seven yeahs old, suh."

"Are you married?"

"No suh. Dat scar heah on mah head is wheah a mule done kicked me."

—*Life.*

Ninety-Mile-an-Hour Trains

F. H. Alfred, president, and Fred Chipman, office engineer, of the Pere Marquette, have designed a concrete roadway, reinforced with steel, which they believe will permit roller-bearing-equipped trains to travel at ninety miles an hour. "The revolutionary effects of such an innovation," declares a writer in *Trade and Transportation Bulletin* for April, "can scarcely be overestimated."

"For nearly a century," declares Mr. Alfred in defense of his idea, "there has been no radical change in the construction of the rails in use all over the country. Today we use the same ties, the same type rails and ballast that were used on the original railroads. The only change has been from the wooden rails with the iron stringer to a modern steel rail."

A quarter-mile stretch of the concrete-steel roadway will be constructed somewhere between Detroit and Plymouth, Mich., for trial purposes, this spring. The plans call for a slab of concrete 10 feet wide and 18 inches thick. The rail will rest on two plates which will be imbedded in the concrete. These plates will be trussed together and to the foundation. Conduits for carrying all wiring for telegraphic, telephonic, block signal, and train control purposes will run through the center of the slab.

Increased freight movements at lower costs are the prime objective, while the influence on passenger travel at 90 miles per hour, which speed the roadbed is expected to make possible, would be tremendous.

* * *

Anticipate Business Boom

Nine industries in the Middle Atlantic States expect an average increase in business of 12 per cent during the second quarter of 1926; thirteen expect to do the same volume of business, and three look for a slight decrease. These facts, the result of a survey of twenty-five leading industries, were presented to 500 shippers and railway officials who attended the tenth regular meeting of the Atlantic Shippers' Advisory Board held at Rochester on April 8.

* * *

C. R. I. & P. Group Insurance

The Chicago, Rock Island and Pacific has contracted with the Metropolitan Life Insurance Company of New York for group life insurance for the benefit of approximately 30,000 eligible officers and other employes who have been in the service of the company for six months or more.

Heavy Tax on Average Family

Automobile transportation is a greater tax upon the average family than is railroad transportation. According to a recent study made by the *Railway Age* its publishers discovered that the amount paid by the public annually for railroad transportation has decreased about a billion dollars during the last five years, while apparently the public's annual expenditure for automobile transportation has increased about four billion dollars. The *Age* estimates that the public's total outlay for automobile transportation five years ago was greater than its outlay for automobile transportation, while in 1925 its railroad transportation cost it only about $150 per family and its automobile transportation about $256 per family.

There are approximately forty million families in the United States and on the average each family last year, directly or indirectly, paid about $150 for steam railroad transportation, and the amount invested in the improvement and enlargement of the railroad plant amounted to about $19 per family. On the average each family spent about $264 for the ownership and operation of automobiles; invested almost $94 in new automobiles, and had invested for it approximately $25 in highways.

* * *

Backbone of the Nation

"American railroads are the backbone of the nation. More than that, they are the veins and the nerves and the muscles without which industry and business would stand still, millions would be jobless, other millions would be hungry and manufacturing and other promotive enterprises would cease their progress."

—*Cleveland (O.) Times.*

* * *

"As a simple, self-contained power unit, the steam locomotive is without equal so far as its general efficiency and low cost of production are concerned."—*Samuel L. Vauclain, president, Baldwin Locomotive Works.*

* * *

Arrival of the first electric train over the Yonkers branch of the Putnam division, New York Central Lines, on February 8, was celebrated in gala fashion with brass band and other festivities.

* * *

Daylight Saving, as a general policy, has been rejected by the voters of the State of Maine.

YOUNG MEN, you are the architects of your own fortunes. Rely upon your own strength of body and soul. Take for your star, self-reliance. Don't take too much advice — keep at your helm and steer your own ship, and remember that the great art of commanding is to take a fair share of the work. Think well of yourself. Strike out. Assume your own position. Put potatoes in a cart over a rough road, and the small ones go to the bottom. Rise above the envious and jealous. Fire above the mark you intend to hit. Energy, invincible determination, with a right motive, are the levers that move the world. Be in earnest. Be self-reliant. Be generous. Be civil. Read the papers. Advertise your business. Make money, and do good with it. Love your God and fellowmen. Love truth and virtue. Love your country and obey its laws.

—*PORTER.*